



# **GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

## **TRANSPORTATION ADVISORY COMMITTEE**

**Minutes of February 26, 2004**

**3:00 p.m. Greensboro, NC**

**Blue Room**

**(County Commissioners' Briefing Room)**

**Old Guilford County Courthouse**

### **TAC MEMBERS PRESENT**

Sandy Carmany	TAC Chair
Jim Westmoreland	TCC Chair
Robbie Perkins	Greensboro City Council
Keith Holliday	Mayor, City of Greensboro
Bob Landreth	Guilford County Board of Commissioners
Doug Galyon	North Carolina Board of Transportation

### **ATTENDANCE**

Tyler Meyer	GDOT/MPO	Adam Fischer	GDOT
Jeff Sovich	GDOT/MPO	Stephen Stansbery	Kimley-Horn Associates
Craig McKinney	GDOT/MPO	Mike Mills	NCDOT, Division 7
Peggy Holland	GDOT/MPO	Steve Gladson	King's Mill Home Owner's Association
Kimberly Hinton	NCDOT - SWP	Bill Ball	Tindale-Oliver & Associates
Scott Rhine	PART	Marilyn Baird	King's Mill Home Owner's Association

Sandy Carmany called the meeting to order at 3:08 p.m.

### **Action Items**

#### **1. Approve Minutes of January 22, 2004**

Bob Landreth moved for approval of the minutes. Robbie Perkins seconded the motion. The Committee voted unanimously to approve the minutes as prepared.

## **2. Amend FY 03 UPWP & FY 04 UPWP Timeline**

Jeff Sovich advised that the Fiscal Year 2003-2004 UPWP is due to expire on June 30, 2004. Consequently, there is a need to amend in an additional \$150,000 in previously unobligated PL funds to support several planning studies which are currently under way, or which are planned to begin prior to the start of FY 04-05. The FY 04-05 UPWP, which will become effective on July 1, is currently under development and approval is anticipated to occur no later than the April TAC meeting. The requested action is to approve the amendment as presented.

Robbie Perkins moved to approve the resolution as presented; Keith Holliday seconded the motion. The Committee voted unanimously to approve the resolution amending the FY 03-04 UPWP.

## **3. Amend Thoroughfare Plan**

Jeff Sovich advised that the MPO has determined the need to add the Pegg Road – Thatcher Road Connector with a grade separated crossing of I-40 as a minor thoroughfare from West Market Street to Gallimore Dairy Road. Also, NCDOT has advised of the need to add existing Hornaday Road and the Hornaday Road Extension to Chimney Rock Road, with a grade separated crossing of the Western Urban Loop, as a minor thoroughfare. A required public comment period was held regarding these proposed amendments. The public comments received were generally in favor of the proposed changes. The requested action is to approve the amendments as presented.

Tyler Meyer advised that the feasibility study for the Hornaday Road Extension project is complete and design arrangements are pending. The feasibility study for the Pegg Road-Thatcher Road Connector is underway with the goal of creating a TIP project for its eventual construction.

Keith Holliday moved to approve the resolution as presented; Robbie Perkins seconded the motion. The Committee voted unanimously to approve the resolution amending the Thoroughfare Plan.

## **4. Resolution of Support: Hornaday Road Extension TIP Project**

Jeff Sovich advised that NCDOT has requested the MPO to formally establish support for a future TIP amendment, funding, and a project schedule for this proposed facility. Upon action by the TAC, NCDOT Division 7 will submit a formal TIP request to the TIP committee to review and set a schedule and funding. The proposed resolution expresses the MPO's support for future addition of this project to the TIP, and for any associated future TIP amendments needed to advance the project toward construction. The requested action is to approve the resolution as presented.

Robbie Perkins moved to approve the resolution as presented; Keith Holliday seconded the motion. The Committee voted unanimously to approve the resolution of support for the Hornaday Road Extension.

## **5. Approve MPO Priority Needs for FY 2006 – 2012 TIP**

Jeff Sovich advised that the priority needs list for the FY 2006 – 2012 TIP has been under development since late 2003. MPO staff have developed the list in consultation with the TCC, including an extra work session, and in consideration of community input received during a transportation needs public meeting and comment period. The priority needs list consists of projects that have been identified as

MPO priorities for either new, accelerated, or increased funding. The priority needs list includes 4 investment components; Roadway System Needs, Bicycle and Pedestrian Needs, Public Transportation Needs, and Study Needs. The requested action is to approve the Priority Needs list for the 06-12 TIP as presented.

Upon reviewing the list of priorities, the TAC decided to remove the new site and structure for GTA operations, maintenance and fleet storage. This item may be added back into the list at a later date if further examination reveals this to be appropriate. The TAC may consider placing a priority on this item when results of further study become available, indicating the level of need, timing and relationship to other service enhancements proposed under Mobility Greensboro. The TAC also decided to add the Norwalk Street Extension phase II improvements feasibility study as a study need priority. This study would support critical connectivity enhancements in west-central Greensboro.

Keith Holliday moved to approve the resolution as presented; Robbie Perkins seconded the motion. The Committee voted unanimously to approve the resolution of support for the Hornaday Road Extension.

## **6. Approve FY 05 STP-DA Investment Package**

Tyler Meyer advised that FHWA designated the Greensboro MPO as a TMA in 2001. This moved the Greensboro MPO into the company of other large MPOs, creating both challenges and opportunities. One of the opportunities is the authority to direct STP-DA funds, that are annually allocated to TMAs. Under current policies, NCDOT programs all STP funds in advance, without regard to STP-DA allocations, unless a TMA has taken specific action to direct those funds to other projects. Consequently, in order to direct its STP-DA allocation, an MPO must divert STP funds programmed for existing projects to other projects as it deems appropriate. The Greensboro MPO has previously indicated its intent to direct its annual STP-DA allocation, beginning with the 2006 – 2012 TIP cycle. Staff have worked with the NCDOT Program Development Branch to determine an appropriate method to direct the MPO's FY 05 STA-DA allocation and a suitable package of projects in which to invest those funds. The investment package presented today assumes that the FY 05 STP-DA allocation will equal that of FY 03. Additional funding could be added as result of the outcome of the surface transportation reauthorization, however this outcome remains unknown.

Staff have identified two existing projects from which STP funds could be diverted, while incurring only minimal delays. These two projects (R-2309AB, Horsepen Creek Road widening and R-2611, West Market Street widening) are programmed to begin near the end of fiscal year 2005 and 2009 respectively. Because both projects have a strong likelihood of experiencing ordinary project schedule delays, STP funds currently programmed in fiscal year 2005 can be freed by delaying the start of project R-2309AB by two months to October 2005 (FY 06), and by delaying the start of the construction phase of project R-2611 by three months to October 2009 (FY 10). By shifting these projects' schedules by just a few months, \$3.2 million in STP funds, approximately equal to Greensboro's estimated STP-DA allocation, becomes available for the MPO to program at its discretion. Staff have also identified a package of four projects to which to direct these funds: planning studies, 6 GTA expansion buses, the Battleground Rail-Trail, and priority sidewalk construction.

The next steps in this process include transmitting to the Program Development Branch the TAC's action to direct the STP-DA funds, further consultation with the Program Development Branch, and assessing STP-DA needs and opportunities for FY 06 and later. The requested action is to approve the STP-DA investment package for FY 05 as presented.

Robbie Perkins requested staff to explore opportunities to fund construction of a grade separation on the Battleground Rail-Trail at Pisgah Church Road to enhance user safety. Tyler Meyer stated that this suggestion would be evaluated as a potential future improvement and that staff would investigate options and provide an update in the future.

Robbie Perkins moved to approve the resolution as presented; Bob Landreth seconded the motion. The Committee voted unanimously to approve the resolution directing STP-DA funds for FY 2005.

## **7. Approve 2030 LRTP Proposed Conformity Projects List & LRTP Update**

Tyler Meyer advised that much work has been done on the 2030 LRTP, including 2 rounds of public involvement, development of a draft collector streets plan and a draft thoroughfare plan. One key element that needs to move forward at present is the list of projects to be modeled for air quality conformity. The projects in this list center around widenings and new facilities, including all currently proposed regionally significant projects, but also include some other sorts of projects, such as rail grade separations and streetscape projects. While the regionally significant project components will be set after today's action, the MPO will retain the flexibility to add more minor projects (generally excluding widenings and new roadways) as LRTP development continues.

After the TAC has taken action on this list, NCDOT, NCDENR, EPA, FTA, and FHWA will review it and reach a consensus on whether all the needed capacity-adding and regionally significant projects have been included in the Conformity Projects List, and whether the detailed descriptive information for each project is accurate. The projects on the Conformity Projects List will be modeled and an analysis of their impacts on air quality will be conducted. Projects that are regionally significant or that add capacity but have not been included in the list are not eligible for federal funding and cannot advance in the project development process in the event of a conformity lapse. The air quality conformity analysis is expected to be complete around April. The next step will be for staff to develop recommendations on phasing of these projects over the LRTP's 26 year time span. The requested action is to approve the conformity projects list for the 2030 LRTP as presented.

Upon discussion, the TAC decided to add the Burlington Road / East Market Street Improvements to the Conformity Projects List. Tyler Meyer indicated that this addition would be made.

Bob Landreth moved to approve the resolution as presented; Keith Holliday seconded the motion. The Committee voted unanimously to approve the conformity projects list for the 2030 LRTP.

## **8. Approve MOU for Enhanced Regional Cooperation**

Tyler Meyer advised that a memorandum of understanding for enhanced regional cooperation has been developed as a result of years of cooperative efforts between MPOs in the Triad and PART. More specifically, the MOU follows-up on the MPO boundary, structure, and governance review that was completed early in 2003. The Triad regional planning partners determined that it would be advantageous to formalize existing cooperative arrangements and to examine opportunities for future enhancements through development of an MOU. This MOU also formalizes PART's current role and responsibilities in the regional transportation planning and programming processes. The requested action is to approve the resolution authorizing the TAC chair to sign the MOU as presented.

Mayor Holliday commended the progress in regional planning and cooperation that has been achieved to produce this MOU and suggested that a region-wide press release be circulated once all the MPOs and PART have approved the document.

Bob Landreth moved to approve the resolution as presented; Keith Holliday seconded the motion. The Committee voted unanimously to approve the conformity projects list for the 2030 LRTP.

## **Business / Potential Action Items**

### **1. Mobility Greensboro Update**

Bill Ball advised that the presentation prepared for this meeting was essentially identical to that delivered at several previous meetings, which all of the TAC members had all seen at least once already. The TAC chose not to have Mr. Ball repeat this presentation. Instead, Mr. Ball distributed updated detailed cost and revenue information related to the recommendations of the report.

The original direction that was issued by GTA to Tindale-Oliver was to develop recommended service improvements to achieve the goal of doubling ridership in 5 years, and to recommend funding options for implementing those improvements. If the GTA Board and City Council choose to change the policy direction to spread out the implementation over 10, 15, or 20 years, that can be accommodated.

Keith Holliday stated that a big factor in the decision as to the timeline for achieving the ridership goal will be the availability of funding from sources other than the City, such as federal transit funds, or future increases in farebox revenues.

Sandy Carmany stated that there are also opportunities for GTA to partner with the colleges and universities as a funding support mechanism, but the actual degree of the revenue increase that would result remains unknown.

### **2. TEA-21 Reauthorization Update and Action**

Tyler Meyer advised that the United States Senate had adopted a proposed version of the reauthorization legislation very recently. The House of Representatives is still discussing its version, which differs from the Senate's. Most likely, another extension of the current surface transportation authorizing legislation will be passed. This situation presents an excellent opportunity for the Greensboro MPO to encourage the congress members representing this area to support a reauthorization bill that will advance MPO objectives and priorities. MPO staff have prepared a resolution for the TAC to review and potentially take action on. The resolution states that the MPO supports a reauthorization bill that includes three key provisions: an increase in federal highway and transit funding programs to keep pace with the growth of future transportation needs; funding support for construction of the Interstate 73 and Interstate 74 corridors, which pass through Guilford County; and an increase in the Metropolitan Planning funding set-aside from 1.0% of the six core federal highway funding programs, to 1.5% and adds the equity bonus into this calculation. The recommended action is to approve the resolution as presented.

Keith Holliday moved to approve the resolution as presented; Bob Landreth seconded the motion. The Committee voted unanimously to approve the resolution of support for specific action on surface transportation reauthorization to promote proactive metropolitan transportation planning.

### **3. MPO Strategic Reports**

Tyler Meyer advised that a merger team meeting will be held soon, regarding the Battleground Avenue / US 220 widening project, in which the various permitting and resource agencies will confer to determine next steps in the process.

The State Highway Trust Fund Study Committee has convened its first meeting, and has scheduled a second meeting for mid-March. Sandy Carmany inquired whether a recent article printed in the *Greensboro News & Record* was related to the State Highway Trust Fund issue. Tyler Meyer stated that the article was in fact referring to an effort by the NC Association of Metropolitan Planning Organizations currently under way to examine the PL funding distribution formula and to make recommendations to NCDOT.

### **Other Items**

#### **1. Board Member Report**

Mike Mills advised that the southern Urban Loop / I-85 Bypass is now complete and opened to traffic on Saturday, February 21<sup>st</sup>. NCDOT is evaluating the need for various improvements to the signage at the interchanges.

The I-40 widening project continues to progress and is due to be complete in May.

#### **2. Reports, Concerns, and Discussion from MPO Area Towns**

None.

#### **3. Citizen Comments**

Steve Gladson expressed concerns regarding the combined impacts of the Southern Urban Loop and the High Point Road widening and relocation projects upon the King's Mill neighborhood. At the January TAC meeting, Doug Galyon informed Mr. Gladson that he would direct Mike Mills to arrange a meeting with Gladson and any relevant NCDOT staff from the Raleigh offices to answer Gladson's questions. Mr. Gladson maintained however, that no one has yet contacted him regarding such a meeting. The TAC directed Mr. Gladson to work with the appropriate staff personnel and to patiently allow the process of reviewing these issues to be carried out. Mike Mills stated that the issue regarding access into the neighborhood from High Point Road had been successfully resolved, and that he would personally arrange a meeting with Mr. Gladson to respond to Gladson's remaining questions.

#### **4. Regional Transportation News**

None.

#### **5. Wrap-Up**

None.

The TAC adjourned at 4:50 p.m.